STAGE COACHING.

How the Road from New York to Philadelphia Was Formerly Travelled.

PETER COOPER'S RECOLLECTIONS.

A VETERAN STAGE OWNER'S STORY.

stage by main strength on terra firma again. The other side of this picture will at once present itself vividly to the imaginations of those who have at any time witnessed the splendid sight afforded by a parade of the Coaching Club from the Hotel Brunswick to

During the early part of the last century it would appear that the "City Fathers" of New York became alive to the importance of adopting some means for facilitating social and commercial intercourse between their municipality and Philadelphia. Accordingly, about the year 1730, and soon after the

following advertisement of January, 1753:—

This is to acquaint gentlemen and others who have a mind to transport themselves, wares or merchandise from New York to Philadelphia, or from Philadelphia to New York, that there is now a stage bout, well titled, kept by William Vandrills, who proposes, wind and weather permitting, to sail from New York to Amboy every Monday and theursday and thence by wagon to Burington and thouse take pareage to Philadelphia.

Thus matters required until 1756 when the sub-Thus matters remained until 1766, when the sub

joined announcement, under the caption of "stage gons to Philadelphia," was printed and circulated

In this city:—

Persons may now go from New York to Philadelphia and back in five days and remain in Philadelphia two nights and one day to do their business in; fare 20 smillings through; there will be two wagons and two drivers and four sets of horses. John Mercereau, proprietor at Biazing Star, The company to go over in Paulus Hook terry the evening before, and to start themee the next morning early.

The wagons mentioned above were constructed al-

"Yes. I remember very well often going from New York to Washington, by way of Philadelphia, on the old stage couches, and a size recollect that on one occasion we came very hear naving a sad accident. It happened in this way:—It was Just eiter a stormy time and a great deal of rain had follen, so that the river near—what's the name of that piace near Washington where they used to go to fight duels!—on, yes, Eladensburg. Well, the river at Biadensburg was swollen so that the rails on the sizes of the bridge were the only guides the driver of the stage had to cross by. The cosen that I was in got over sale, but the one that was coming right being us, and which was hiled with ladies, got off the bridge and was carried down the stream some distance, the ladies narrowly escaping by boing taken out of the side windows of the stage while it was in this stream. At another time when I was passing from New York to Battimore in the oid-inshipmed stage coole a singular incident happened. I had chartered a coach at Jersey City to take myself, wite, one or two of our children and a servant, to flattmore, by way of Treaton. I had with me \$10,000 in silver, and you know weat a clumsy load that amount of silver would make. Well, a portion of it had packed in a ten gailon keg, which was fastened on the back part to the singe, and the remainder I took inside with me in small kegs. We passed from New York to Trenton and took a steamer from Treaton to Philadelphia, and then took another stage from New York to Trenton what an accident. It was in this way:—In taking the keg from the back of the stage the men let it fail, and the head of it was knocked out, causing the sliver to be scattered all around on the sand."

"You promoty lost some of the money then?"
On, no; it was all picked up by our part, excepting about \$1.50."

"I may traveled from New York to Philadelphia many times in the oid stage; it was a fine drive through a beautiful country, and we used to ride very comfortably in the coaches after they had suspended the bodies o

who had just been married in Washington and were on a brids tour East. You must know that at that time it was customary to plie up trubks, bandboxes and other light baggage on top of the stage opened the cover of one of the bride's trunks, and the consequence was that the articles of cothing which it contained dropped out one by one and were scattered nong the road for some distance before the accident was discovered, so that the finery of the bride was nearly all out on the highway. Of course, while sympethizing with the last's awayed predictioned, we till could not kelp bagging, and this made the nusband of the bride quite magry at us, and he began to abuse the driver, accessing him of careforance."

"He had better have laken the mishap good himorodly. Don't you think no?"

"Why, year he made a roof of himself by getting angry. He should have laughed it off. The uriver w should no brace,"

"Was that the usual number of horses attached to the stages?"

PETER COOPER'S RECOLLECTIONS.

Ludicrous' Scenes and Incidents of the Olden Time.

Ludicrous' Scenes and Incidents of the Olden Time.

AVE FERAN STAGE OWNER'S STORY.

AVE FERAN STAGE OWNER'S STORY.

The forthcoming drive of the Fally-Be from New York to Philadelphia is winnently exclusive to the State of the State o

Denaware by steamers controlled by the Stevens Brothers.

THE OPPOSITION LINES.

It should here be understood that the great contest and opposition between the Citizen and Union lines commenced about this time, and Union lines commenced about this time, and it was for the purpose of distancing his rivals that Mr. Gibbons employed young, spirited drivers for his coaches, remarking, "fine notice the war the sooner the peace. I will find apress, boys, if you will find whips." He had no chance to find fault with my application of the latter article. We improved the line by running from three to four hours alread of the old schedule time. Captain, afterward Commodore Vanderbilt was in charge of the steambout Bellons, and Captain Jonkins, of the same line, had command of the Thistic, and they made things hot, I can assure you, for the opposition. We were running a day and a vay and a half line, stopping over night at New Brunswick, coming from Phil deliphia, at Capitali Vanderbilt's hotel, and from York resting at Trenton over night.

The wagons mentioned above were constructed almost similar to the ordinary Jersey wagon. It was not entitled about the year 1820 that a daily line of stages ran between the two cities, and, connecting with another stage line at Philadelphia, proceeded to Wachington, thus bringing the national capital within a lew days' distance of New York.

While endeavoring to outain information regarding the manner in which passengers were transported in the vehicles had indicated the fighal proposed at the residence of Mr. Peter Cooper, who, on learning the nature of the visit, replication—"On, that its an old, exhausted subject; those days have passed. I wouder who could be interested in reading anything about those stage concines now." "But, Mr. Cooper, the Herald interest of the subject now that the proposed drive of the Taily Ho to Philadelphia is occupying a large share of public attention, and any particulars you can give me from recollection about stage travelling cannot fail to prove interesting."

"Well, I can tell you something about them, although I don't know that any one would care to read it."

"Have you ever travelled by stage from this city to Philadelphia, by of Philadelphia, on the old atage conches, and a laso recollect that on one occasion we came very near naving a sad accident, I tappened in this way:—It was just after a stormy were the contractors. The first tenton over inght.

The transpirk to Trenton one stage foute—the Union line—was as follows:—By Kingston and the Union line, as is follows:—By Kingston and the Union line, was as follows:—By Kingston and the Union line, was as follows:—By Kingston and the Union line, was as follows:—By Kingston and the Union line, and put of the union the was an opposition to wash of the Information regarding to the Union line as follows:—By Kingston and the Union line as follows:—By Kingston and

Between New York and Philadelphia the coaches carried the mail and six passengers, until aiter the Cameen and Amboy Railroad commenced torun. Up to about 18.26 Messrs. Lyons & Ward were the contractors. The next contractor for lour years or more who came on the scene was Coloned James Residue; he put on all new coaches and fine teams and made a great improvement in the service. Coloned Sancerson ran in commention with this gentleman part of the time. After him came alexander C. Cummings and one Stephens, of Newark. From that period the railroad carried the mails from Camden to South Amboy. The general time consumed in making the trip between the two cities was from tweive to thritteen hours. This they were obliged to do under contract, and generally accompaished their schedule time.

AMEND GUARDS.

During the time that Golonel Receides ran the coaches armed guards were lurnished, who were rather snowy appendages, with side arms, and they rode with the drivers, in order that their warlike appearance might frictien away any marandees who had bad intentions against the mail pouches of Uncle Sand, post none of the other lines furnished guards, and they were rather laughed at as showmen.

STAGING ARROSE JERSEY.

Colonel Sanderson was at about this time, in 1826, located at Elizabethport, when though not form new york to that place in opposition to Colonel Oxfon and Jacques & Go., and asked his former reliable stager to put on the coaches on the ailernet rouges to will all opposition, which was accordingly cone from Elizabethport to Morristown, one to Tobaskin Riege, one to Essation by way of Schooley's Mountain, and a branch from Morristown to Newton (Sussex) and from Elizabeth by way of Schooley's Mountain, and a branch from Morristown to Newton (Sussex) and from Elizabeth by way of New Hope to dam and Bound Brook and by Elizabeth and by Railroad to Bound Brook and by Elizabeth and by Railroad to Bound Brook and by

The effect was that in about the was crushed.

At about 1839 a route was established by way of Eigzbeth and by Radroad to Bound Brook and by Stages to Somerville and White House to Easton, Pa. These lines were extended alterward to Mauch Chunk, Wilkesoarre, btroudsburg, Betblehem and Allentown."

Suga as briefly the history of coaching during the last fifty years in New Jersey and vicinity by a voterial owner and driver whose experience has been wide and varied and whose nistory of the business at this time possesses a peculiar interest.

TROTTING AT PROSPECT PARK GROUNDS, L. I.

A CAPITAL RACE FOR A PURSE-LITTLE DORESTT THE WINNER. The weather down by the ocean yesterday afternoon

DORALTE THE WINNER.

The weather drow by the occur system of the region of the color of the region o

ritt second, four lengths shead of Shorty Fountsin, the latter six lengths in advance of Jim Meffatt, Coming up the homestretch Dorritt and Liny had a neck and neck struggle, the winter more breaking at times and taking a lew joungs, and their resuming her trotto take a few more when necessary. The horses pansed anider the wire when necessary. The horses pansed anider the wire in this way nearly parallel, and the judges, after a very brief consultation, awarded the heat to Luttle Dorritt. Shorty Fountain was half a dozen languis beding the leaders and two coughts in front of Jim Moffatt, Time, 2:40 again. Shorty Fountain had the best of the send-off for the third beat by two lengths, Luttle Borritt second, half a length aftest of Lilly, the latter six lengths in advange of Jim Moffatt, as it was impossible for his drived to bring him up on even terms with the others on account of his excitable temper. Litly trotted iast in her flights way around the upper turn and led three lengths at the quester pole; Little Dorritt second, four loughts in front of Shorty Fountain, who was two lengths shead of Jim Moffatt, Time, 40% seconds. The only change of place on the backstretch was Jim Moffatt aking third position. The half-mile was passed in 1:20%. The race now became very interesting between the white and brack markes. Luly had the best of it by a length at the three-quarter pole, but, getting into the homestretch, Maco squared away with the black, and, after a neck and neck struggle in which Luly left her less half a dozen times and long a jump or two each time, they passed the stand head and head. Shorty Fountain tourly, Jim Moffatt, our square rooting. The affair was no longer in doubt, and Little Dorritt, was no longer in doubt, and Little Dorritt led by two lengths to the quarter pole in 40% seconds, Luly second, two longths about the best of the send off for the concluding heat, Liliy second, Jim Moffatt, the latter naving broken up badly. Little Dorritt copend the gap to four sengths above to take them home. Li

PROSPECT PARK FAR GROUNDS—TROTTING—SATUR-DAY, April 27, 1878.—Purse and Stake, \$150; indicated the stake of the stake of

NEW ENGLAND TURF.

PROSPECTS OF THE COMING SEASON-LIST OF THE CHACKS IN TRAINING.

BOSTON, April 27, 1878. The prospects for turf sports in New England the coming season are decidedly favorable. Turimou are aircady arranging the programmes and getting lar circuit seison. The tracks hereabout are undergoing the needful repairs and the sulky is seen frequently in the circle at the various trotting parks. There will be the usual May, June, July, September, October and November meetings at Boacon, Mystic, Narragausett, the Grapite and Sinte parks, besides meetings at Plainville by a new association-of Boston men, which, together with the Lawrence, Haverbill, Nasnua, Keene, Hartford, springfield, Miliord and Hudson meetings, will make trotting matters lively for patrons of tart sports in New England, BEAGON PARK.

At Beacon Park, this city, there are in training at as many at Mystic in Medford. At Beacon Mr. J. J. Bowen has at his stable the chestnut mare Trampo hne, record 2:25, by Tramp, dam Bashaw. She was brought here last fall, and sold to a Boston gentlemen, and will appear in the New York circuit in her class; the gray gelding Charlie Howe, record 2:33, owned by Mr. Lemuel Pease, of Chelses; the gray mare Neoshkaleka Belle, a young mare without a record, stred by Young America, and owned by Mr. Smith, of New York; gray golding Warwick, record 2:35% by Young America, the sire of Hazor, with a record of 2:17; a gray mare without a record, by General Knox, said to be very fast, prop-erry of Mr. Gassett. of Boston; bay mare Myrtle, record 2:38, by Champion, 6 years old, gentleman that brought out Nettie Berlen and gave her a record of 2:24-Mr. R. S. Bent, of Natick, Mass.; roan golding Iron Age, record 2:31 %, by Jules Jerger-son, a statlion that Den Maco drove on trial in 2:20, he by General Knox, dam a vory fast pacing mare well of, is the property of Mr. T. A. Ayres. Mr. Ste-phen Bayes—better known as Uncle Steve hayes— who, by the way, is at present in the Massachusetts Hospital with the loss of a hand, has, at his stable, in charge of Mr. P. Morrisey, the brown gelding Good-win, record 2:48, by Young Morris, dam a Morgan

2:25, a gray gening, the star, record 2:40, of Messenson; stock, and three other green ones, without records, Uncle Steve expects will show up well this season.

Mr. Washington Woodruff has the sorrel mare Mattle, by Lambert, half-suffer to Lady Foxie, record 2:25, owned by Mr. E. G. Wiggin. Sorrel gelding Forest Chief, without a record, but promising, owned by Mr. J. R. Grabam of Boston. Bay gelding Buil Eq. record 2:30, Black Hawk stock, property of Mr. Samuel Langmaid. Brown gelding Little Fred, a young fellow without a record, of Knex stock, owned by Mr. Graham. Bay gelding Guamplain, record 2:37, by Daniel Lambert, owned by Mr. John Hazeltine, of Boston. A bay mare without any record, of Lambert stock, the property of Mr. Henry Pairce, of Brookline. Brown reiding Honest Jack, of Knex blood, owned by Mr. Dyer, of Mathe. Sorrel mare Mayflower, a young green mare without a record, by Ethan Allen, owned by Mr. S. Laugmaid. A bay mare of no record, by Belmont, the property of Mr. J. R. Graham. Black mare Creentian. Gray gelding Boo Gerry, of great promise, (brought from Indiana by Mr. F. Russell), now owned by Mr. Benjamin Rowe, of Boston. A bay mare, young and without any record, of Patchen stock, owned by Mr. John Hazletine. Bay staining Mambrino. Irom the Woodburn Farm, Lexington, Ky., owned by Mr. J. R. Grabam, of Quincy, Mass. Mr. George Dairymple has at his stable a very nandsome pair of encetant marcs, 5 years oid, by Fear. naught. Gray gelding Blacksmith Boy, by Gray Egge, without any record, property of Mr. J. Bolger, of Harvard squars, Cambridge. Gray gelding Gray Dick, owned by Mr. Schell, a Boston baker. Mr. John Trout has four in his care and will have three more next week, among them a black coit by Bayard. Sorrel mare Doity Varden, by Ethan Allen. Into is a very fine looking and promising mare she is the property of Mr. John Smith, the marness maker of Boston.

There are many young norses that have yet to make themselves known to the lovers of turf sports and connoisseurs in horse fess. Among the

Hai, by Tom Jefferson. Sorrei gelding Biton, by Taggart's Abdillah, has shown quarters in 36 sec. ads. Sorrei geiding, 3 years old, by Young Morrill, the property of Mr. F. E. Chandier.

Deniel Rigby, Sr., who is one of the best known turfmen in New Bugland, has in his stable this year come fine cattle, among whom may be mentioued the gray mare Lady Daggett, record 2:28, by Logan Messenger, from New Brunswick, owned in Boston. Gray mare Cora F., record 2:32, by Brown Harry. This mare trotted last fall in the race at Providence in 2:27 and 2:26½. She is owned by one of our prominent and weathy Boston Inwyers. Bay stallion Lyan Morrill by Winthrop Morrill, bred by William Rounds, of Lyan, Mass. Chestnut mare Madawaska Maid, colt by Fearnaught, dam Madawaska Maid, record 2:29, owned by Mr. McEiroy, of Boston. Chestnut mare Faony, record 2:29, by Vermont Hambletonian. Roan three-year-oid colt, Honest Harry Second, by Winthrop Morrill, dam the dam of Hazor, whose record was 2:27, and several other colts and green horses. Mr. N. H. White has at Beacon the bay stallion Charles Backman, by Ry-dyke Hambletonian, dam Kate Seeley. Thus horse is for stock purposes. Chestnut goiding Cash Roy, six-year-old, without any record, but its promising. Bay mare Lizze, by Backman, dam by Blackstone. Brown mare Minnie, Tour-year-old, by Blackstone. Brown mare Minnie, Tour-year-old, by Blackstone. Brown mare Minnie, Bay mare Messie, 3 years old, by Blackman, dam Louise Keilogz, a thoroughbred. Mr. W. P. Baich has in the charge of Mr. James Cahill—Bay gelding Highiand Boy, by Godfrey Patchen, dam a Messenger mare. Black mare Annie, 3 years old, by Blackman, dam Louise Keilogz, a thoroughbred. Mr. W. P. Baich has in the charge of Mr. James Cahill—Bay gelding Highiand Boy, by Godfrey Patchen, dam a by gelding by old Ethan Allen; brown stallion: May Morning, by Abraham, dam May Day, sister to May Morning, by Abraham, dam May Day, sister to May Morning, by Abraham, dam May Day, sister to May Morning to Harmy Harmy Harmy Harmy Harmy Harmy H

RACING AT NEW ORLEANS.

FIFTH AND LAST DAY AT THE SPRING MEET-ING OF THE LOUISIANA JOCKEY CLUB-FOUR EVENTS FOR THE WIND UP-CONRAD, MARY R., JACK HARDY AND JUDGE HANCOCK THE

This was the last day of the spring meeting of the Louisiana Jockey Club, and the weather being clear and warm the largest attendance of the week was within the enclosure of the grounds. The club members and their families mustered in strong force, and the beautiful club house adjoining, with alive with worth and beauty. The moeting, however, unfortunately, has not been a fluencial success, not-withstanding that with but one exception the weather

has been fit for running every day.

Four races were on the card, the first a tash for a mile and an eighth, the second a mile and a half, the third one mile, and the lourth four mile heats, two of which were run in a satisfactory manner, but the two last were marked with casualties, two failing down in the third race and the favorite going lame in the first beat of the fourth, and bad in consequence to be withdrawn. . The following are the details: -

a dash of a mile and an eighth, for all ages, carrying 100 lbs. Ten candidates for tame and fortune came to the scratch. These were Sponcer & Co.'s bay cont Cornad, by Rebei Morgan—Kate Jordan, 4 years old; Gay & Co.'s bay horse Little Rob, by Rebel, dam by Crocell. 5 years old; Paillips & Co.'s bay coit Virgilian, by Virgil—La Hencerson, 4 years old; Dixon & Co.'s gray flay flue Gown, by Bonne Scotland—La Bluente, 3 years old; Barkeley & Co.'s bay mare Belle Barkeley, by Phaeton—Captions, 5 years old; Mr. Davis' chestaut gelding Harry Lockins, by Foster; A. Keene Richards bay horse Redman, by War Dance, dam by Sollerian, 5 years old; owner's chestaut horse Creole Dance, by L*xington—Scottische, 8 years old; and Mr. Byrne's bay gelding Jim Hinton, by Rodgers—Mme. House, aged. In the pool soling on the track Conrad was largely the favorite. At the tap of the drom Virgilian took the lead, and held it until hear the bail-mile pole, when Little Reb moved up and snowed the way, with heedman second. Ou entering the homestreich Coursd came with a rush, and soon disposed of the Others, and won a very casy race by two longiths. Little Reb second, Virginan third, Blue Gown, Harry Lockins, Redman, Creole Dance, Beile Barkeley and Jim Hinton finishing in the order named. Him: 1565;:

was the Cottrill St. Res. for three-year-olds, a dash of a mile and a fait; \$25 entrance, liav or piy, with \$100 andeed with a \$500 cup presented by W. Hinm Cottril. There were six nonmantions and five starters, comprising W. Cottrill's to 1. Harry R. wo easily, the Pat Mailoy cott second, Emily Coates third, Lifle G. and Captath Fred Rice. Cottrill's cotty was the lavorite at 16 t. Mary R. won easily, the Pat Mailoy cott second, Emily Coates third, Lifle G. fourin, Captain Fred Rice bright my the rear. Time, 2:43.

THE THERD RACE

was for a consolation purse for borses that bave not run during the meeting. The distance one mile. There were eleven starters, comprising Jack Hardy, Adventure, Verdigirs, Belle Barkiey, Bondelle, Bracamante, Canno

THE MUSTANG BACE.

Francisco Pernito has been practising every day through and beyond Central Park on his special mus-tang for the great race that takes place next Saturday at the Prospect Park Pair Grounds. Time will be called at tour o'clock in the morning, the race to be fluished at seven in the evening. Three numbered and five miles are to be covered in fitteen hours. Thirty out of fitty picked horses will be used. One-third of those saddled will be medicage. On May 18 and June 1, of 1876, George Parker attempted this same leat, rie foue 225 miles in eleven hears on the first day, riding three hours turough a grounding rain, and accomplished about the same distance in the same time on his second attempt. He was forced to relinquish the tesk by the terrible strain and the dust that flew from the track. Peratto will probably wear goggies. There will be a physician in constant attendance upon him. The track is in good conductor. Twenty-five hundred dollars is the stake put up against him. at tour o'clock in the morning, the race to be fluished

HORSE NOIE.

The entries to the Stakes opened by the National Association of Trotting Horse Breeders will close on Wednesday next, May L.

PEDESTRIANISM.

CONCLUDING SCENES AT THE GREENHORN'S EFFORT TO BEAT O'LEARY'S TIME - OVER ONE HUNDRED MILES BEHIND.

Hughes, the plucky "Unknown," who began on Sunday evening tast the apparently impossible task of beating O'Leary's record in the Astley contest, completed his failure yesterday at 3h, 2sm, 33s. P. M., at which time he had walked 389 miles, 3,485 feet, white O'Leary's record for the same time (139u. 6in.

104) was 520 miles, 1,320 feet.
The record of Hughes' walk has been given from du) to day in the Herald and a sufficient history of his all-ments has been published to make the cause of his fatiments has been published to make the casing briefly, was ignorance and bad judgment. To be sure, Hughes himself isid the blame on an ugly little toe pail that was cutting his right foot badly when he began to walk, but it only required a little more logic than Hughes had to demonstrate that beginning such a walk with such a toe nail was evidence of the ignorance and bad judgment

Mr. Harry Hill, who, with one or two presumptive partners, was backing Hughes to the extent of \$500 in his match, described the combat with the recatertrant too hall with characteristic nativets. "He didn't when I found out about it I sent a man to cut 'em.
Well, he didn't want 'em cut, but we personaled him-Dion't do much good, though. The felier was a car-penter, 'n didn't know so much about toe nails as he did about shingle nails. So I sent a barber up to him next day, 'n he cut 'em again, but somehow he didn't

did about shingle nails. So I sent a barber up to him next day, 'n he cut 'cm again, but somehow he didn't seem to get the right kinu of a pattern. So he tink ered away for a day or two, au' then I sent up a doctor. Didn't have so much trouble with the other nails, out that biamed hitle too hail was too about for 'em ail, so last night the doctor out it doesn off. Hurt't Well, rainer, it burt. I caked the islow adoctor, but Hughes swore he was a murderer."

To agravate the conduition of this toe, which was the source of more agony to the penestrian during the week than most more endure in a year, he begun by running the first thirty miles of the space he intended to cover with nardly a pause. It is record was good for the toirty miles, but the effort, though he deemed it slight at the time, was too great a drain, leaved the country on which he record was only one day (too third) on which he record was at all oredisable for a professional. Under the articles of agroemen, as in the Austry contest, he was allowed to cover the ground in my way that he could, either oy running or waiking, and as he is a good runner and not a good walker it was co-fidently asserted by his backers that he would gain ground during the interpart of the work, as he certably recovered a good deal of his strengt hand fresunces.

PALLING.REMIND.

Day by day, however, he left further behind O'Leary's record, until it was absolutely certain that no spurt quulu save him irom a pad ishing, and as the tad of the match some sporting mea whe were well posted on achieter records declared that his laisure was one of the worst that has ever been made in the country—a statement that met with little favor. His indominable pinch toas ake him, and he to, ed in the country—a statement that met with little favor. His indominable pinch toas ake him, and he wine days that had enapsed after the race was irrecoverably tost did not forsake him, and the tone days that had enapsed after the race was reported by the state of the profess him from the slowly. Hi

First day. 100
Second day. 59 2,930
Third day. 74 4,630
Fourth day. 65 2,980
Fifth day 56 461
Sixth day. 33 3,024

RESULT OF THE TRIAL OF ENDURANCE BE-TWEEN MISS VON SAULSBURG AND CAPIAIN MILLIGAN.

The trial of endurance between Miss Von Sauls-burg and Captain J. H. Milligan at the Wigwam has drawn a great number of spectators. wager bound them to waik thirty-six hours; that is, the one who gave out first was to lose the purse of \$500, but the other would have to continue the walk till the expiration of the thirty-six hours in order to win. In case both walked for thirty-six hours they were then to continue till one or the other gave out. The contest began at hall-past ten A. M. yesterday, so that the thirty-six hours would have expired at a quarter past ten to-night. Incre was a large stiendance, many remaining in the Wigwam all of last high. Miss Ven Sauisburg was attended by a female friend, and gentlemen friends walked by her side at intervals. She was attended in a jounty costume, with short skirts, giving the itmos full play. She wore books a la Weston, To-night the Wigwam was densely crowded and the excitement as the expiration of the allotted time drew near was intense. Miss Von Sauisburg walked the full time to live minutes past ten and then gave out. Capitain Midligan continued on the track for five minutes longer, when he withdrew, when Miss Von Saulsburg steeped forward and challenged him to walk against time. The challenge was accepted.

THE COMING LONG-DISTANCE WALKS. \$500, but the other would have to continue the walk

THE COMING LONG-DISTANCE WALKS. The lists of entries for the twenty-lour-hour amater walk, and also for the thirty-six-hour professional these competitions will be the finest ever seen in the

ONE RUNDRED MILE WALKING MATCH.

A walking match for \$500 and the two mile chapriorably of America was arranged yesterday at the Cipper effice. The principals are W. E. Harding, the flat year of the principals are W. E. Harding, the flat year of the principal of America, and John Enois, of Chicago, who recently covered 400 miles in 128 hours at Budaio. Enois was present, with William B. Curtin, and illigarding was accompanied by his oacker, Dr. S. G. Thomas. The principals posted \$100 forfoit with Frank Queen, and signed articles to wais 100 miles for \$250 a side. The match is to take place in this city on Saturday, June S. Ennis and Harding are entered to complete in the tourbament which begins in this city on May 11. pionship of America was arranged yesterday at the

WALKING TEN MILES. Charles A. Davenport and Thomas Alisakey, ama

teurs, walked ten miles for a gold m dal yesterday afternoon, on the track of the Scotusu-American Athletic Club, Fifty-fourth street, near Eighth avenue. So much interest was manifested in the result that one hundred or more friends and acquaintances assembled bundred or more friebds and acquaintances assembled on the grounds and eagerly scanned the appearance and anyle of the pudestrous. The afternoon was decidedly disagreeable, the men being sent away in a smart shewer which did not wholly cease during the wars. Davenport was a favorite in a several bets that were querily made. He was the winner, covering the distance in lh. 47m. 27s., while Alisskey fequired 2h. 2m 6s.

The miles were made as follows:—Davenport—First, 12m. 3s.; second, 11m. 5s.; third, 11m.; fourth, 10m. 3ss.; wighth, 10m. 3ss.; sixth, 10m. 3ss.; second, 10m. 3ss.; tental, 9m. 3ss.; eighth, 10m. 3ss.; sixth, 10m. 12s.; tental, 9m. 5ss.; the Issue, 1sc.; atth, 1sc.; hird, 11m. 3ss.; cupth, 12m. 1s.; atth, 12m. 1s.; sixth, 12m. 1s.; sixth, 12m. 1s.; sixth, 12m. 1s.; sixth, 12m. 1sm. 1ss.; sixth, 12m. 1sm. 1ss.; sixth, 12m.

A FIVE MILE MATCH. McQuade's racket court, Madison street, last night, the contestants being James Fay and James Main both of this city. The latter won by 2m. 28%s., doing the distant co in 44m. 15%s. THE DOG SHOW.

Owners of dogs who propose to exhibit them at the lose at the office of the supermientent on Tuesday of this week. The list of entries up to Saturday nigh embraced more than three times as many as had been received at a similar period before the day of closing last year. The last already includes some magnificent specimens of well known breeds closing last year. The last arready factories some magnificent specimens of well known breeds as well as some rare ones seldom met with. Among them is an Arabian sheep dog, said to be a marvel of nearly; also a Chinese pug. A nomber of Jamanese spannels have been setered, and Messra, Tiflany & Co. have offered a niver cup of the value of \$50 for the best brace of these pets. Among the notable kennels of this vicinity whose dogs are already entered are those of Mr. Edmund Orgil (pointers), Mr. H. N. Munn (Gordon seiters), Mr. Charles H. Ratmond (Laverack setters), Queens County Hunt (foxhounds) and others. The bulk of the entries, now-ever, particularly in the sporting classes, cound not be made till after the announcement of the awards at the Baltimore show, just over, would determine what degs were to poin the Camplou classes. The show of cullies or sheep dogs will be very fine and larke. More pure skye terriers will be exulbited than have ever been seed together in this country. The dogs this year will have metal seals, with their aumbors stamped on, camped to their collariant, Lort, the principal judge, sails from Liverpool on the White Star sleamer Baltic on April 30. The show will be the grandest ever med.

MINIATURE YACHTING.

Although the weather was unfavorable there was a good attendance of the New York Miniature Yacht Club at the Conservatory Like, Central Park. In the afternoon of yesterday a regatta was decided on for a flog. The race was between the Rambler, ex-Commofig. The race was between the Rambler, ex-Commodore Suter owner; the Goam, J. D. R. Cogswell owner, and the Madeleine, Commodore Hell owner; three races of tail a mile each. They were well onto sted, the boats all being in fine trim. The Madeleine was the first, the Gleam coming in second. The Gleam was the second-race, the Madeleine being second. The third was a close contest. The Gleam was processimed the victor, the Ramble coming in second. Next Saurday the race will be for a pennant. On Decoration Day there will be a race for a silver cup.

THE PROVIDENCE YACHT CLUB.

PROVIDENCE, April 26, 1878. The annual meeting of the Providence Yacht Club was held last evening, when the following named gentlemen were elected officers for the ensuing year:—Cammodore, E J. Anderson; Vice Commodore, How-Commodore, E. J. Anderson; Vice Commodore, Howard L. Clark; President, Newton L. Thurber; Secretary and Treasurer, E. F. Dastin; Trastees, E. J. Absterson, Nowton F. Ihurber and Simon Cameron; Regatta Committee, Charlas I. Manchester, Howard L. Clark, Simon Cameron, Waterman I. Pierce and James Rogora. It was voted to have the annual spring regatta at Bullook's Point, Providence River, on Decoration Day, M.y. 30, and a committee headed by the Commodore was appointed to make all of the necessary arrangements.

PASSAIC REGATTA.

The Passaic (N. J.) R ver Amateur Rowing Association decided to hold a June regatta as usual, although the national regatta takes place at Newark in Augus' Saturday, June 22, is the day agreed upon.

BASEBALL,

The Nameless and Polytechnic clubs played their first contest of the season together yesterday at Pros-pect Park, in the presence of several thousand spectators. The game was called at the close of eighth inning on account of the rain, the score standing 7 to 0 in layer of the Nameless. The other games ing 7 to 0 in layor of the Nameloes. The other games on the Park were as follows:—Warren, 20; Union, 9, Waverley, 22; Irving, 4 Cambridge, 15; Amateur, 7, Arlington, 10; Greenwood, 8. Alpha, 17; Greedmeor, 8. Alert, 9; Quetekstep, 7. Nassou, 13; Poeriess, 10. Bedford, 11; Flatbush, 10. Prien, 10; Wideawake, 7. Dakota, 25; Monawk, 5. Washington, 17; Alpha, 9. River, 14; Elite, 6. Continental, 19; Pacific, 17, Jorsey Buie, 11; Sylvan, 7.

There was no game on the Union Ground, as the Alaskas failed to put in an appearance.

The New Haven nine opened the season here to-day with a good game with the Waterburys, of Water-bury. The weather was stormy and the attendance il, but the New Havens showed up in good shape,

small, but the New Havens showed up in good shape, and the content was very fine up to the mint liming. The score stood:

New Haven

0 0 0 0 0 0 1 0 5—6

Waterbury

0 0 0 0 0 0 0 1—1

The Yale University nine ensity defeated the new Wesleyan mine by this score:

1 0 0 5 2 2—10

Wesleyan

1 0 0 5 0 0—1

CRICKET NOTES. On May 30 (Decoration Day) the St. George's Clut

will play the Philadelphia Club at Hoboken.
On July 4 the Manhattans will visit Philadelphis and play the Merion Club at Aramore. On the 5th and 6th they will probably play other Philadelphia

clubs.

Mr. C. J. Ottoway, a member of the English team which visited this country in 1872, died in London on April 3, at the early age of twenty-eight years. While in this country Mr. O. toway m. de many irrends, who will regret his untimely demise.

The ball given by the members of the Staten Island Criects thing on Thursday evening last, at the Ger-

FOOTBALL.

The Polytechnic Fouball Club played yesterday afternoon at Prospect Park against the Juvenile High School Footbal! Club. The game was very exciting and closely contested. The Polytechnics source 4 goals and the Juvenile Righ School scored 3 goals.

ATHLETIC GAMES.

The spring athletic games of the Mystic Boat Club, of Newark, N. J., will take place at Waverley Park, near Newark, on Saturday, May 25. The following competitions will be open to all amateurs:-100 yards and 220 yards burdle, 440 yards half-miss and one mile runs and one mile walk, all handicaps; throwing heavy hammer and running high jump.

WRESTLING.

The collar and elbow wrestling match, between pronchip of New York State and \$250 a side, takes place in Central Park Garden on Mouday evening.

BOXING EXHIBITION.

The lovers of fistic encounters will have a feast of their favorite pastime at the penefit of Joe Goss and Mike Donovan, which takes place at the Argyle

WAR ON THE SPITZ.

At a meeting of the Board of Commissioners, of Long Branch, N. J., yesterday, the following resolutions were adopted :-

That no person shall permit any Spits don of either sea-to run at large within this moorporated district. The tit shall be issued for any sixon of said district, and it shall be the duty of every marshal, to this any Spits dog of either sex round running at large within and district. That this ordinance shall sase effect in acquiately. That his ordinances or puris of ordinances conflicting with this ordinance be and the same are hereby repeated. The owners of Spitz dogs in and around Long

Board and express their feelings in strong terms of denunciation. They claim that the Commissioners should order the extermination of all negating and not comme their resolutions solely to "their Spitz lavor-ites."

DINNER TO JUDGE DAVIS.

The members of the Palette Club last evening gave a complimentary dinner to their president, Judge Noah Davis, in honor of his recent re-election to the presidency and also as a farewell, prior to his depar-ture for Europe, where he is going to spend the sum-

ECONOMY IN GAS.

A consultation has been held between the officers of the Brooklyn gastight companies and a number of city officials in regard to supplying Brooklyn with city officials in regard to supplying Brooklyn with gas. It is claimed by the officers of the gas companied that the specifications for contract prepared by the city officials are borrowed from this city and are hot applicable to Brooklyn. Their propositions, if carried out, would becessiate an increase of eight per cent on the price of gas. The officials have decided to report in layor of the old specifications and to compet the gas companies to bid per lamp, instead of per 1,000 test of gas as berestore. They also decided that the price paid for street lighting must be reduced.